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Continued from Page 23

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March 17, 1978

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Gale warnings - switch to danger?

THE ARCHERS, school programmes and part of Woman's Hour will be essential listening later this year if fishermen want to be safe at sea. The BBC is switching its gale warning service from Radio 2 to Radio 4 from November 23 when it changes frequencies and concentrates its shipping reports on the one channel. And this looks like causing problems. How many fishermen are going to endure this brand of programme to catch a gale warning flash after the easy-listening style of disc jockeys?

"The BBC already cuts short weather forecasts. I'm horrified at the change," said one sea-going *Fishing News* reader.

The BBC's main weather report station is Radio 4 but, at present, Radio 2's disc jockey chat is interrupted for urgent weather warnings.

From November 23 weather news will continue to be sent out on 1500 m. long wave, as requested by the DoT and Met Office, but it will be on the Radio 4 channel. Radio 2 is not then expected to carry gale warnings, etc. as it will be broadcast on medium wave and would not reach all the sea areas.

This means that, after that date, fishermen who keep tuned to the light entertainment station Radio 2 could miss an urgent weather warning if they only switch over to Radio 4 for the main shipping reports.

Safety

"Most gales are foreseeable within a couple of hours," said the BBC spokesman, but Radio 4 programmes could be broken into if there was "an unforeseen event." He also said: "The BBC doesn't exist just for shipping forecasts."

The Department of Trade

Safety and Navigation Committee discussed the change on Monday. There was unanimous agreement that a system of two forecasts a day at the times the BBC had set, and the frequency switch, was hard to accept.

The BBC had proposed two ten-minute forecasts a day — at 00.20 and 05.45. This would leave virtually the whole day blank.

The Fisheries Organization Society was one of the fishing industry groups against the plan and now the DoT is to get in touch with the BBC to turn to page 17

... campaign for a report band

SCOTTISH fishermen are seeking meetings with the Department of Trade, Coastguards and Post Office to introduce a special waveband for daily fishing boat position reporting.

Roddy McColl, secretary of the Scottish Herring Fish Producers' Association and represents 450 boats and over 2,000 fishermen — mostly in the north-east of Scotland — said at Aberdeen that fishermen wanted the meetings as soon as possible. Letters had been sent to the Department.

The move follows the loss of the Fraserburgh fishing boat *Enterprise* and her crew on night, and criticisms by Stanley Clinton Davis, Under-Secretary for Shipping, of the industry's failure

to support an earlier scheme run by the Coastguards for six years.

Mr. McColl pointed out that when the scheme was in operation boats were unable to report their positions because of heavy traffic using radio stations. Fishermen were reluctant to reveal the locations of their boats to other fishermen.

One Aberdeen inshore skipper said that, if any reporting scheme were to be introduced and run efficiently, it would require the introduction of another three radio stations.

He added that it would mean some 500 vessels reporting daily to Stonehaven Radio, Wick Radio and Oban Radio.

He added that Stonehaven and Wick were already heavily inundated with traffic from the many oil-related vessels operating in the North Sea. Fishermen making a radio

call to shore already had to wait 14 hours, which puts an additional burden on fishermen heavily engaged in catching fish.

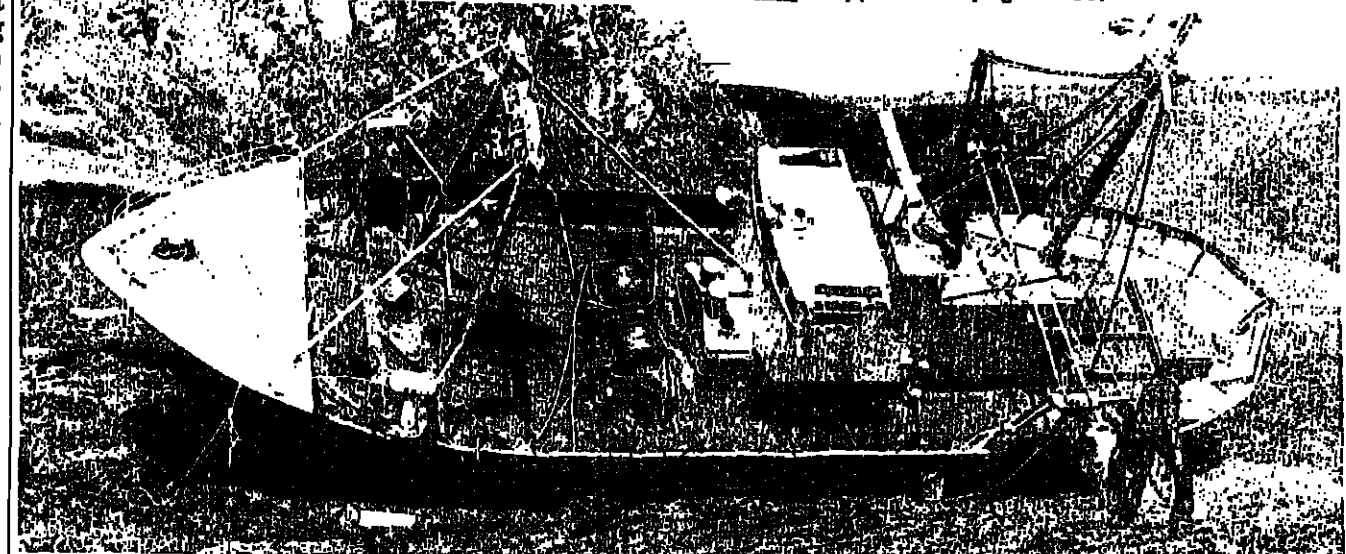
Two years ago an experimental scheme run for one week worked very successfully, but fishermen were unable to get it permanently set up as it would have required international agreement before the channel allocated for the trials could be changed.

Since the loss of the Aberdeen trawler *Blue Crusader* 12 years ago, the Aberdeen trawler fleet operates a scheme involving vessels fishing in groups reporting daily to a single vessel. This, in turn, transmits the messages to shore.

Mr. Davis told the committee that the question of daily reporting of positions would be pursued again during the preliminary inquiry into the loss of *Enterprise*.

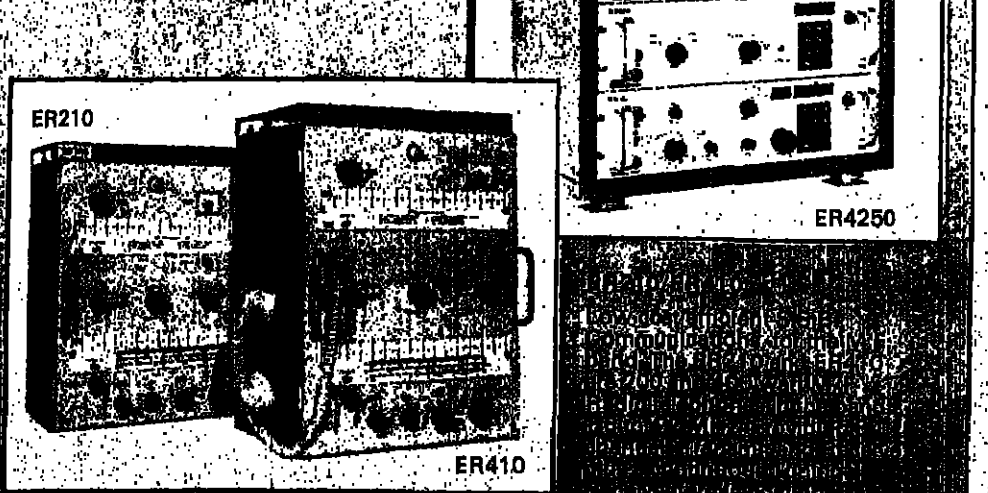
YVETTE ON ROCKS

THE four-man crew of the Brixham trawler *Yvette* (below) were ordered off the boat by Coastguards on Sunday when she listed to 80 deg. after going aground at Prawle Point, South Devon. A helicopter rescued her skipper. See page three.



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'SELL YOUR BOAT' SHOCK IN SALMON CASE

— then Sheriff thinks again

ARBROATH skipper Walter Whittle (30) has been found guilty of illegal fishing for salmon from Arbroath, Scotland, in a dramatic nine-hour trial at the local Sheriff Court.

The Sheriff Principal, R. R. Taylor, fined him £5,000 but — minutes later — changed his mind and deferred sentence until March 24.

Sheriff Principal Taylor told Skipper Whittle on Tuesday: "You should know very well the penalty for fishing with a gill net for salmon in this area. I fine you £5,000". He also ordered confiscation of Skipper Whittle's net and one salmon produced in evidence.

Prison

Sheriff Taylor had been told earlier by the defence lawyer, Strath MacKenzie of Aberdeen, that the accused had been a fisherman for about three years, was married with two children and, in the last two years, his income had been between £2,300 and £2,800.

After sentence was passed, Mr. MacKenzie asked the Sheriff: "How many years are you giving my client to pay? It may be better if he took the option of a prison sentence".

Sheriff Taylor said: "He can sell his boat". Mr. MacKenzie pointed out that, by imposing a fine of such a size, his client would be unable to pay and so would become unemployed.

Correction

AN advertisement published in Fishing News, February 24, claimed that three Aberdeen trawlers — *Clarkwood*, *Grampian Monarch* and *Grampian Chieftain* — had been coated with Metalife paints. Due to an error on our part, this was untrue. We apologise for any confusion this may have caused.

Sheriff Taylor then went into a huddle with the lawyers and announced: "I will defer sentence until March 24 rather than make a hasty decision".

Lt. Stephen Ackland (30), in charge of an RAF Wessex helicopter, told how he was on fishery protection patrol at Arbroath when he saw Skipper Whittle's boat. From the helicopter they estimated the boat was less than one mile offshore and could see the nets being hauled in with a number of salmon. But, just short of the net being hauled aboard, it was cut and no salmon were taken on board.

Lt. R. Lippitt, commanding officer of HMS *Shaughnessy*, a fishery protection frigate, told how his ship arrived on the scene summoned by the helicopter. He sent a boarding party to the fishing boat and found no salmon on board.

Later, an inflatable Gemini craft was sent from the frigate to retrieve that part of the net which had been cut and in it

Colne's thanks

TWO engineers who have just retired from the Colne Fishing Co. at Lowestoft have been presented with inscribed watches by company chairman, Mr G. D. Claridge.

Tommy Allen joined the company as a chief engineer in 1948 and, during his sea-going career, sailed in some of the larger trawlers working out of the port.

Teddy Block joined Colne 27 years ago and made a number of trips as a marine engineer before taking a shore job with the company.

Boat wedges on the rocks

BRIXHAM trawler skipper Mike Thomas looked at Yvette, the first boat he has owned, and said: "I am absolutely shattered." And so was the trawler — she lay on her side on rocks off Prawle Point, near Salcombe, with several gashes in her side.

The 66ft, 40-ton Yvette, which Skipper Thomas bought 18 months ago, had been on her way to the Eddystone Lighthouse last week. Chris Lidstone (19) was at the helm while Skipper Thomas and his crew were asleep below.

Not until the trawler had passed Start Point did crewman Lidstone notice that the radar had gone wrong, and he tried to mend it Yvette crunched on to rocks. A Mayday call was sent out.

Prawle Point Coastguards picked up the call, but they already had the stricken trawler under surveillance as she wedged on rocks.

Salcombe lifeboat went out to attempt to tow her free but was unable to get in close because of a heavy swell.

The Dutch salvage vessel *Omnus* had also picked-up the Mayday when anchored in Torbay. She put to sea immediately and tried to haul her off, but without success.

The coastguards set-up a breeches buoy on the cliff top — and the three crewmen were hauled to safety.

As the weather worsened Skipper Thomas was left by himself on Yvette as the coastguards signalled they were having difficulties. A Wasp helicopter from the frigate HMS *Charybdis* winched him to safety.

After the rescue the crew was taken to the Pig's Nose pub, Prawle, where they were given coffee.

Crewman Lidstone said: "It all happened so quickly. I knew we were close inshore, but did not consider we were in any danger."

"The boat just hit the rocks and there was nothing I could do."

there were five salmon.

He told Mr. MacKenzie that one was kept for evidence in the court and the other four were eaten by the ship's company.

Mr. MacKenzie said: "Is there, then, one law for fishermen and one law for protection vessels. One should know that if you catch salmon in the area you must put them back into the sea."

Skipper Whittle, in defence, said that it was the very first time he had used nets at sea. He was officially a lobster fisherman, but had bought cod nets and he insisted that he had been cod

fishing when the incident occurred.

When the helicopter hovered above I gave it a cheery wave, he said. "It never for one minute dawned on me that I was doing anything wrong".

Match

He claimed that four days after the incident, following a phone call from an Arbroath fisherman friend, he had gone back to the spot and found a piece of his net complete with the anchor.

He said that this piece could easily be matched

against the rest of the net, but the police told him they were not interested. He declined cutting off his nets because they contained salmon.

"This had been done because, in hauling them aboard in normal fishing, they had become shared."

Andrew Welsh, MP for Angus, South, has said: "I am not making any criticism of the judiciary, but I am demanding an immediate Government inquiry now into the whole question of salmon fishing off Scotland."

"It means in effect as the law stands that ordinary fishing boat skippers are in

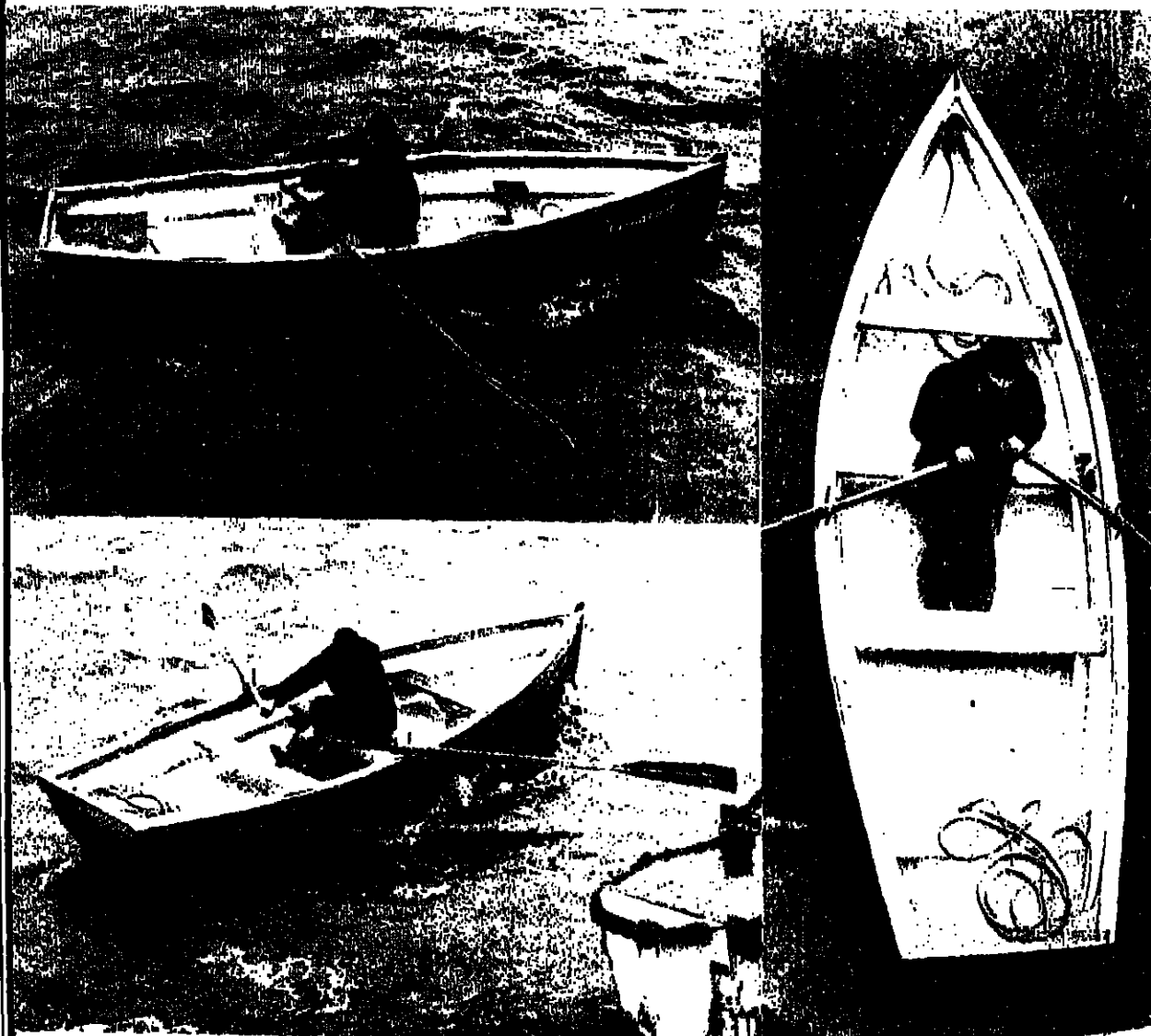
Fear

"Voluntary re-stocking would take place and the salmon industry would not be hurt."

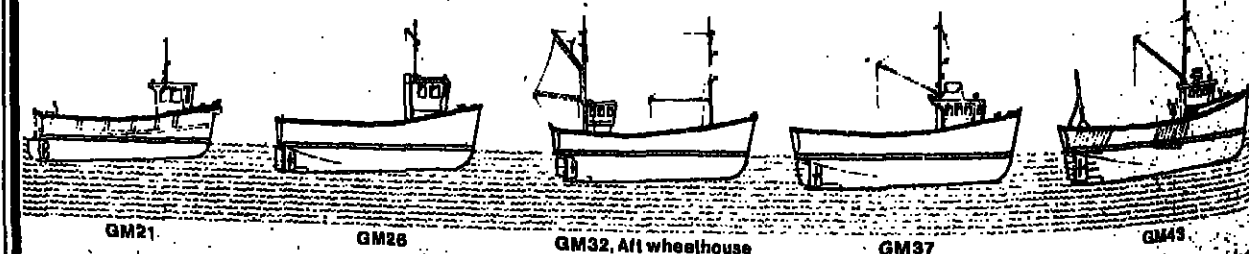
"I can only wonder how many other skippers will in the near future be driven from the sea unless something is done."

"It is terrible for fishermen to have to go to sea always with this fear over their heads."

What no fisherman should be without



Pictured above is the latest hull from Cygnus — the Cygnus 15. Moulded from the actual Falmouth Oyster punt, it is simply a good, solid rowing boat. The vessel is significant because it is yet one more example of Cygnus giving fishermen what they want. Remember the GM43!



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danger of being driven from the sea because, when out legally fishing, they must always ensure they never catch any salmon.

The Fishermen's Association earlier called for safeguards and a voluntary scheme whereby a number of licences would be granted to fishermen to fish legally for salmon during certain periods of the year.

Resilience — another near water boat sold by Ward at Fleetwood. She will now go scalloping.

Another Fleetwood firm chopping boats

FLEETWOOD near water owners J. N. Ward and Son has sold a third trawler because it cannot justify the cost of putting the ships to sea.

The firm's pocket trawler *Resilience* has been sold to Isle of Man owners to go scalloping following the recent sales of *Fair Isle* and *Starbank* to Scottish owners.

Ward is now left with a fleet of only six vessels. Mrs. Doris Newsham, J. N. Ward's manager, said there just was not enough fish to be caught to justify the cost of putting the ships to sea. She added that the firm is facing crippling costs and she could see further sales unless the state of the industry improved or there was government aid.

The sale came after *Resilience* had landed a catch worth more than £9,000 — her biggest return since coming to the port — which shows how difficult firms are finding it to retain ships even with increased earnings. *Resilience* was built as *Bon Accord*.

She has recently been commanded by former Cardiff skipper, Don Bailey, who has worked the vessel mainly on the North Channel grounds.

This new blow comes after the Wyre Trawlers' move to Scotland and, also, the loss

through sale or transfer of several other vessels.

Another old-established Fleetwood fishing firm, the Hewett Fishing Co., is finding the going tough. The firm is hit by distant-water quota restrictions and has been forced to tie up the 180ft. *Robert Hewett*. Her sister-ship, *Ella Hewett*, made only £23,890 from her latest trip which was to the Norway coast and lasted 24 days.

At present there seems lit-

tle future for the vessels unless there is a change in middle-water fishing fortunes, or they are switched to the oil industry.

These problems are a clear indication of the state of the British fishing industry when

a firm which has its beginnings in the famous Short Bros smack fleet has to lay up ships while they are still capable of fishing the grounds for which they were built. It is only the quotas which are holding them back.

Thames herring quota taken

INSHORE herring fishing off the Suffolk and Essex coasts, and part of the Thames Estuary, ended at midnight on Wednesday this week.

The exemption quota of 190-tonnes shared by fishermen in the Blackwater/Brightlingsea/Thames Estuary have all been taken up.

The quota was agreed after consultation with the EEC which accepted the argument that the Blackwater stock is a different species to the main North Sea herring stock.

A management committee, including fishermen and representatives of the distribution side of the industry, was set up in the autumn to share out the quota among its members.

The 190-tonnes quota has now been completed and the licences withdrawn. The exemption area stretched from the North Foreland to Orfordness.

WHITBY COBLE

A NEW coble built at William Clarkson's Dock End Yard is now fishing out of Whitby.

Karen D., a 36 ft. traditional Yorkshire coble, has been built for Ted Davis of the George Hotel, Whitby, and is skippered by William Graham.

She is powered by a Perkins six-cylinder diesel engine and will work trammel nets before going over to potting.

COMMENT CHOOSING THE RIGHT MAN FOR EUROPE

DIRECT ELECTIONS to the European Parliament has been a subject of discussion occupying our own Parliament for a long time now. A recent heavy vote in favour, by the House of Commons, has sharpened interest in this subject and confident forecasts are being made that these elections will be in force by the early part of next year.

Many fishermen, already perplexed by the increasing bureaucracy surrounding their dealings with the EEC, are now asking how important this new situation will be to them. The answer is that this could have the most serious implications for the fishing industry, and in some ways could be more important than elections to our own Parliament.

So far, the European Parliament has not made much of an impact in Britain. Direct elections should bring a change in this situation. British members will be able to apply themselves more single-mindedly to their task. Now, they are having to operate in a dual role as members of the House of Commons.

Broadly the role of the European Parliament is seen as a sounding board for public opinion within the EEC. Rather more importantly, it can exert influence over the EEC Council where it counts — at the pre-legislative stage.

With this sort of influence, especially on such complex matters of fisheries, the man who goes to represent you could be very important indeed.

fishing news

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Advertisement Manager: Bill Barber

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110 FLEET STREET, LONDON EC4 2JL

Tel: 01-453-6941 Telex: 21977

Circulation: Ann Dunsford

75-77 Ashgrove Road, Ashley

Down, Bristol BS7 9LW.

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Published weekly

Postal subscription rate:

£8 per annum

£8.50 overseas

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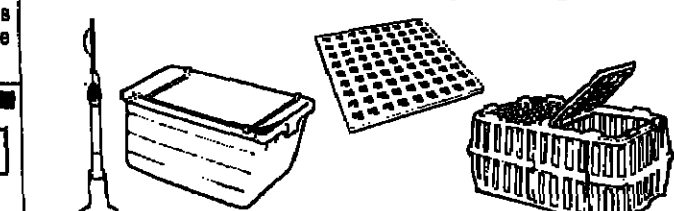
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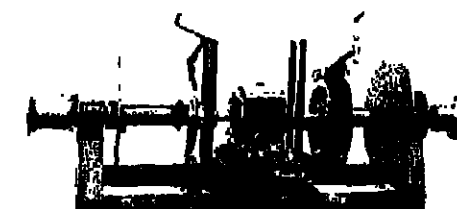
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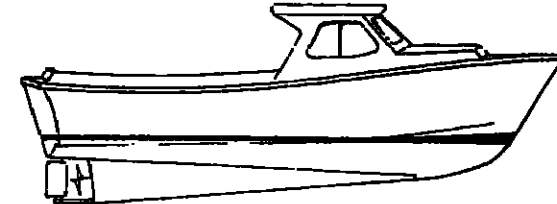
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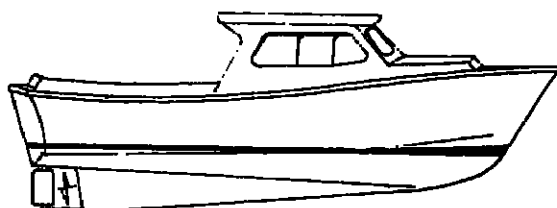
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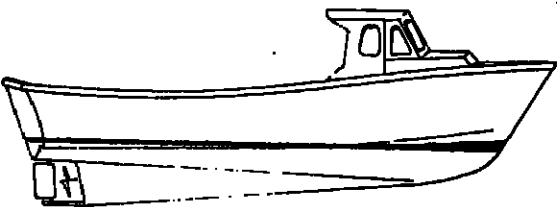
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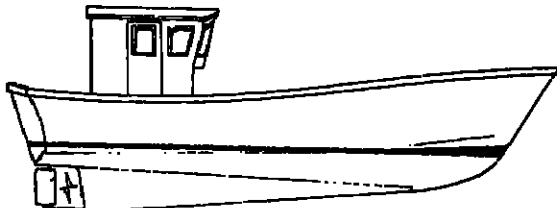
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Community fast losing goodwill

A COMMUNITY fisheries policy is nearer than most people think. But first Britain has to unhook itself from the 50-mile limit which has become a virility symbol, according to John Corrie, MP for Bute and North Ayrshire and member of European Parliament. He was speaking at a meeting in Arran last Friday.

"The 50-mile limit has become a box from which there is no escape," said Mr. Corrie. "A line on a map is of little importance in itself. What is important is that the British fishing industry is seen to be getting a fair share of the fish with total control of conservation measures on a non-discriminatory basis."

Mr. Corrie believes that, until stocks are built-up, no



John Corrie: "50-mile limit has become a box from which there is no escape."

policy can be successful. To do this the full co-operation of all the EEC countries is needed.

"The new idea of a four-

hour steamer trip from home ports virtually give a coastal zone to the fishing fleets. This surely means concessions all around," said Mr. Corrie.

"Unilateral action by one country would be pointless because all nations would have to be on a totally non-discriminatory basis."

"It is becoming more and more urgent that an agreement is reached. Third countries such as Norway are tired of waiting for reciprocal arrangements and the Community is fast losing goodwill there," he said.

"As Sir Geoffrey Rippon said in 1971, the essence of Community practice has always been to recognise the national interests of the country which it is composed of otherwise the work of the community would be rendered impossible and it would fall apart."

"Now it is up to the Community in these new circumstances to find a strong and lasting Community fisheries policy."

Victory hat-trick

THE 68ft. Grimsby trawler Victory landed 261 ten stone kits grossing £7,345 last week — a record for inshore vessels of her class.

Using a Cosalt 100ft. Concord trawl, Victory has now broken the record three times

out of four trips. This is a tremendous performance.

Another Grimsby vessel, the 61ft. Yolande Anne, also broke her own class record. She caught 179-ten stone kits in ten days to gross £5,123. She also uses a Cosalt trawl.

The former North Carr Lightship is now berthed near the Fisheries Museum at Anstruther East Pier in Fife. It has been proposed that she be moored in the inner harbour but this has resulted in a storm of protests from residents on the sea front.

Search and rescue — we have the aircraft...

SIR, following Leo Sheridan's letter (Fishing News, March 10), it is as well to point out that the four Nimrod aircraft were allocated to fishery patrol service from January 1, 1977, on the basis of 45 hours per week solely to identify and report foreign vessels fishing within the United Kingdom 200-mile fishing limits; these averaged 211 throughout 1977.

The Nimrods do not at present record or report British vessels; nor is their routine work intended for air-sea rescue purposes though, obviously, it will help once all fishing vessels are kept under surveillance and plotted in MAFF's operations room in London and, presumably, DAFS equivalent in Edinburgh.

Search and rescue (SAR) is the responsibility of HM Coastguard and, ideally, all vessels operating in or transiting our 200-mile zone should be kept under surveillance and plotted. But this would require considerably more extensive air patrols and the integration of all the various requirements for offshore policing.

With modern equipment tailored for the tasks, this could be done fairly easily and economically. It could embrace not only fishery protection and SAR but also pollution

monitoring, dumping and dredging operations, traffic control and most other activities offshore and along our coasts.

Nimrods are fine in their military roles, and are giving excellent area coverage for the present tasks in fishery protection, even if one may question how economic this is from the purely fishery point of view. Shackletons might well be better if SAR was a primary role, but these apparently no longer have a military role nor, therefore, trained RAF aircrews.

However for detailed surveillance and search, particularly in heavy weather, and for spotting and identification of wreckage, debris and flotsam, other aircraft are to be preferred.

This work requires slow, steady speed at low altitudes in bad conditions, and relatively light aircraft such as the Maritime Defender, Coastguarder. One or two other aircraft are also suitable in size; Sea Devons are already being used in some areas, but presumably not in bad conditions.

Althoips would be particularly suitable, since they can

LETTERS

cruise at very low speeds and when necessary hover; they are also extremely economical.

A new British prototype is to take the air later this month, and it is to be hoped that it will be considered for the offshore role. Helicopters are, of course, important for life-saving, but not for wide-scale and sustained searches for offshore.

Coupled with aerial surveillance, it is obvious that fishing vessels, and for that matter other small ships, should always report their

positions daily to the nearest Coastguard station — and more often when conditions are bad.

Probably this should not become a statutory requirement at least for British ships and all fishing vessels. It is help is not unreasonable, not reporting particularly onerous if only to minimise the anxiety of loved ones at home.

Accidents at sea happen to them is too long delayed. It should be to make the reaction immediate and swift, provided of course this did not lead to too many false alarms to blunt the sense of urgency.

M. B. Ranken,
Aquamarine International,
28 Clare Lawn Ave,
London SW14

Put forward better plan

SIR, It is easy to criticise our proposal for fixed fishing days as in Ian Cartwright's letter (Fishing News, March 3, 1978) but I note he did not offer a solution.

Your correspondent seems to have forgotten that the EEC will be fishing from coast to coast within a few years. Does he realise that while the EEC consists of nine countries at present, Spain, Portugal, Turkey and Greece are also applying for membership?

If this is granted, our fish will then be divided by 13 — and 13 is unlucky for some.

Our Confederation does not want Britain to be the unlucky 13th but, if we are, we the others will still be in business selling fish, but it will have to

be bought from other countries.

Mr. Cartwright referred to my broadcast. He omitted to state that the Prof. of Marine Biology, also on my programme, agreed that the idea of a moratorium was a valid way to protect the stocks of fish stocks.

So for his own future, Mr. Cartwright should not have said, but, if he can, he should prove on it before he is on the beach with only one land river to fish in.

Remember, if we are to be able to buy British fish, we must be able to sell it.

Fish spokesmen, Confederation of Fish Producers' Associations, Bromley, Kent.

SHAW

THE Department of Trade Rescue shield 1977 is to be awarded jointly to the members of the Shetland District Coastguard and the crew of a British Airways helicopter.

They are to be awarded the Shield for the rescue of the crew of the Aberdeen trawler Elinor Viking off the notorious Voe Skerries, Shetland, on December 1, 1977.

Elinor Viking was held up by rocks on the Voe Skerries in severe weather. The lifeboat was launched within minutes of the request for assistance.

On arrival at the scene the helicopter was unable to get alongside Elinor Viking because of the position of the wreck and this time, she was half-drowned and both her limbs had been swept away.

Meanwhile, Coastguard had asked British Airways Helicopters at Sumburgh for assistance.

A helicopter took off within minutes, reaching the scene of the wreck as Elinor Viking was breaking up.

After several attempts in appalling conditions and darkness, all eight crew were winched aboard the helicopter — the winchman narrowly escaped serious injury when he was buffeted by the wind against the mast of the ship.

The shield will be presented at Lerwick on March 28.

'Halifax' fogged

A GRIMSBY stern trawler ran aground on the Lincolnshire coast in fog last Saturday and was missing for several hours before a land and sea search finally found her.

She was apparently undamaged and dry-docked on a sandbank five miles from Skegness.

The 21-year-old Boston Halifax, Grimsby's only stern wet fisher, was returning to the Humber after being dry-docked at Yarmouth when the incident took place.

None of the transit crew were injured and Boston Halifax refloated on a sandbank five miles from Skegness.

Coastguards and shipping, including the Humber lifeboat, were alerted after the vessel ran ashore. Fog and confusion over the exact position delayed a sifting of the 387-ton trawler.

Skipper George Burres

SKIPPER George Burres died suddenly on March 4 aboard the Grimsby pair trawler Anna Michelle on the Heligoland grounds off Germany.

Skipper Burres, who lived in Cleethorpes, was 60. He is survived by a wife and daughter.

He had been in the fishing industry all his working life and had planned to retire this coming summer.

Skipper Burres had already accepted a shore job as a naval instructor on the staff of the Grimsby College of Technology and was due to have taken up the post after the summer holidays at the naval annexe in Victoria Street.

Skipper Burres overcame the handicap of losing some of his finger ends through frostbite. He vainly tried to save a crewman who was lost when the Grimsby trawler Wotta County was driven ashore on Ireland's North Cape early in 1968.

William Soloman

WILLIAM 'Bill' Soloman, a former trawler skipper and more recently well known to many Broadland visitors as assistant harbour master at Outon Broad, died recently at the age of 66.

Skipper Soloman was mate on Constant Friend and later became a skipper at Lowestoft.

While skipper of Lord Wenlock in 1939, he was one of the last Lowestoft skippers to leave the industry.

OBITUARY

to take a drifter around the British Isles visiting the herring stations. He started at the western ports in the early months of the year, then followed the herring up the west coast to the north of Scotland and returned along the east coast.

After the war Skipper Soloman took a temporary job as assistant harbour master at Outon Broad pending his return to sea. However he stayed there for over 30 years, until his retirement at the end of last summer.

He leaves a widow, son and daughter. His son, Brian Soloman, is assistant officer with Waveney District Council.

Francis Brimacombe

THE ASHES of retired Plymouth fisherman Francis Brimacombe, who died last week, are to be scattered at sea near the whiting grounds at Penliss from the fishing boat Pentilla.

Mr. Brimacombe had been at sea since the age of 11. He retired at 65 in 1965, having worked in a wide variety of vessels.

For many years he skippered Penliss, which was owned by his grandfather, Fred Bouny. An expert rigger, he also made rope fenders for ferries on the coast in the south-west. When he retired, Mr. Brimacombe ran his own pleasure boat to Bovecland. He leaves four children.

MORE FRENCH SHIPS TAKE UP THE SLACK

FLEETWOOD market was dominated last week by the French stern trawlers Sancy and Trezian which landed at the port for the first time.

The Concarneau-registered Sancy landed 1,618 to gross 232,273. The catch included 80 kits of cod, more than 350 of haddock, 800 of coley, 10

of roker, and a mixed bag of megrim, mackerel, ling, gurnards, squid and reds.

There were different fortunes for Trezian. Her total of 1,490 kits sold for a disappointing £26,761, although the catch included 75 of cod, 400 of haddock, more than 300 of whittings, 450 of coley and small quantities of megrim, mackerel, reds, roker and dogs.

On the same day as Trezian landed, the Fleetwood trawler Boston Explorer (Sk. Bill Anderson) also met an indifferent market for her catch of 924 kits — 180 kits of cod, 350 of haddock, 270 of coley and 10 of dogs — which sold for only £15,542.

It was left to the Wyre Trawlers' vessels Wyre Revenge and Wyre Vanguard — soon to leave the port for Aberdeen — to keep the port's middle-water flag flying. The former landed 824 kits (including 250 of cod, 160 of haddock, 30 of whittings, 200 of coley and 25 of roker) to make £19,224. In command was Skipper Harry Pook.

Wyre Vanguard (Skipper Joe Newsham) had the market to herself when she landed 940 kits — 90 of cod, 250 of haddock, 400 of coley and 40 whittings — which sold for £18,644. She had been at sea for 14 days. Both ships are 132ft. side-fishers.

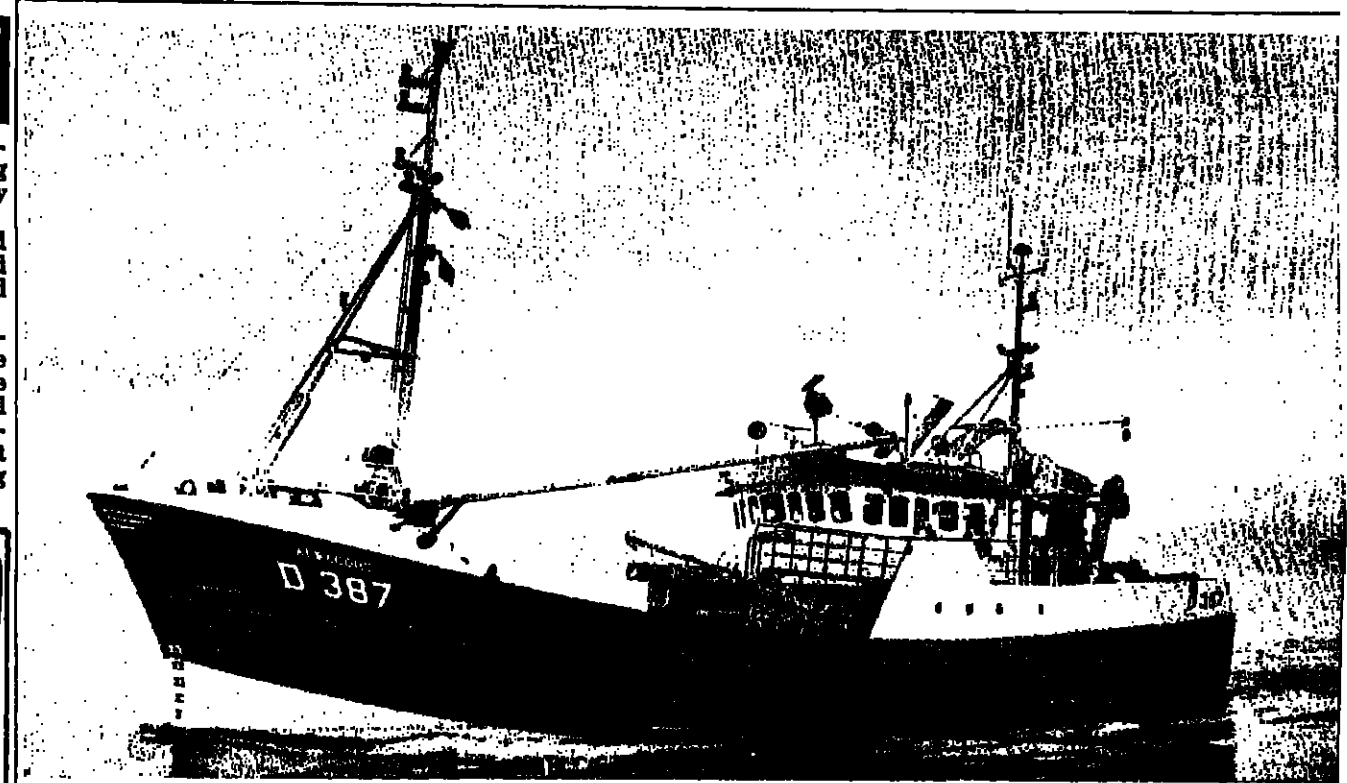
An Irish beam trawler again dominated near water landings. Marrie Jacob was

successful in her hunt for soles and landed more than 30 kits of the variety in her total of 62 kits which sold for £7,461.

Closest Fleetwood near water ship in the grossings league was the side trawler Replenish (Skipper M. Oldman). She landed 237 kits, including more than 40 of cod, 10 of haddock, 70 of coley and 20 of roker, for £7,298.

This time of the year is usually noted for a big cod fishery in the Carlingford area off the coast of Ireland but, up until last week, there were no reports of any ships finding big quantities in the area.

Nearer to the port, inshore vessels have found only meagre catches — and meagre prices — for most varieties.



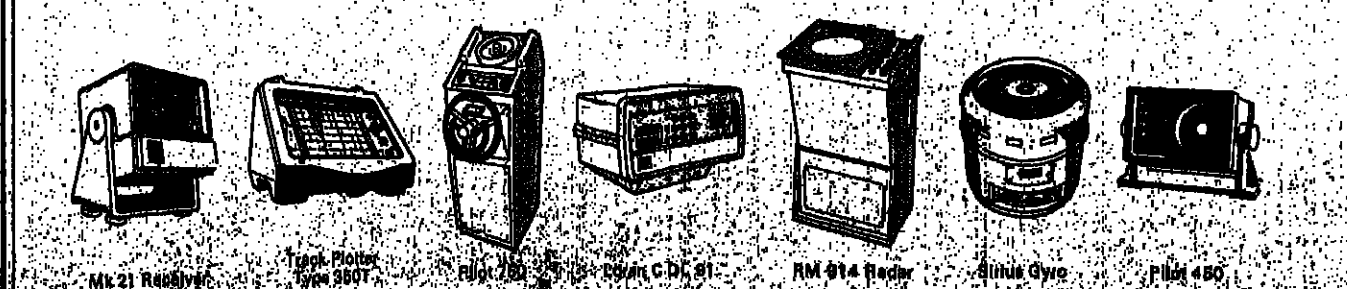
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RM1216A radar, Decca DP 450G autopilot and Microtechnica 'Sirius' gyro compass. Her comprehensive range of Simrad fish-finding electronics includes the new CD Sonar Situation Display, ST sonar, EQ38 and EQ50 echo sounders, CI echo scope and MC scale expansion unit, FB net sounder and FI trawl watch. The vessel is also fitted with 'Sailor' SSB radio-telephone and VHF communications equipment.

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Smooth run in for

THREATS of action by local
trawlersmen to impede the
first landing by an Icelandic
vessel at Hull for a year fizzled
out last week. It was a
smooth run in for the trawler
Valpor last Friday after the
port's bidders had decided to
lift their ban on wetfish.

Valpor made £28,276 for 1,048
kits.

The vessel's turnout included
642-kits of cod, which averaged
£27.37 per kit, and 49 kits of had-
dock which made an average
price of £31.02 per kit.

The port also had overland
arrivals the same day of about
2,100 boxes of fish from British
ports.

Valpor, commanded by Skipper
Nimi Johansson and manned by
a crew of seven, sailed again on

Sunday morning for Iceland.

She was followed in on Monday
by the 385-ton *Dagur*, skippered
by Christin Rogvaldsson with a
crew of 15, and was the only
vessel landing for the port's Mon-
day market.

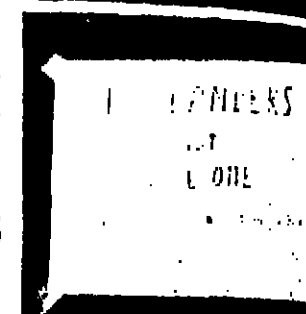
She grossed £84,756 for 1,791
kits. Average prices per 10 st. kit
were £30.25 for cod and £36.40
for 187-kits of haddock.

Hull also had an overland
supply of 3,000 boxes on Monday.

A third Icelandic landing — due
in on Wednesday this week —
was cancelled because the vessel
did not have enough fish.

Hull is still the only port open
to the Icelanders. Porters at
Grimsby and Fleetwood are
holding fast on the ban.

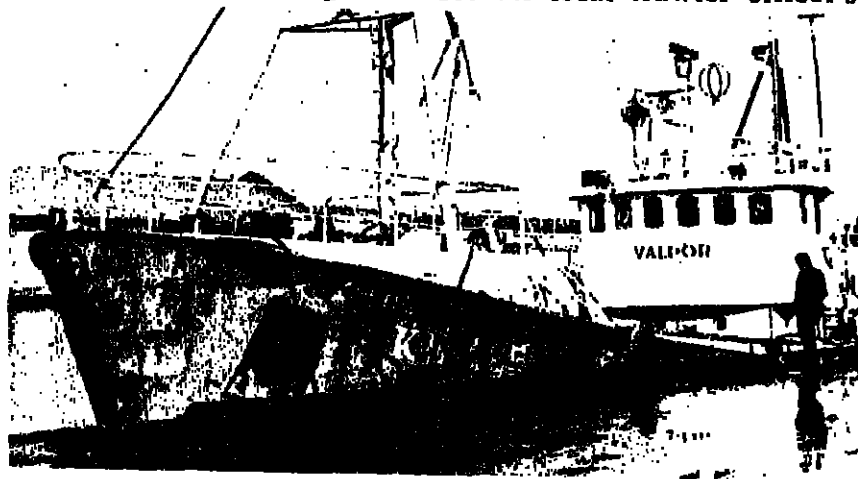
The return of Icelandic ships
bringing wet fish to Hull has up-
set the local trawler officer's



The landlord of the Wessend
Hull, a well-known fisherman, has
operated his own 200-mile fish-
week — on the Icelanders.

guild. In *Fishing News* last
week, guild secretary Tom
warned that a resumption
these landings was a big
getting local ships back
again.

Right: looking
down to work
the first lot of
wet fish off
the way, in
Left: Valpor
to unload
123-tons of
£28,276 in
catch last
Friday last
Below: per
Valpor's
haul on
market.
Bottom: it
was in the
£84,756.



Icelandic fish



Big crab hopes off Orkney

DR. ERIC EDWARDS pressed Orkney
fishermen to take a greater interest in crab
when he spoke at the Academy Hall, Stromness,
last Friday.

Giving a lecture in the
Buckland Foundation's
1977/78 series on "The Edi-
man with Dr. James Ma-
ble Crab and its Fishery",
Dr. Edwards said: "From all
Aberdeen.

Shell fishermen, who are
now taking a greater interest
in the local crab stocks,
listened with interest to Dr.
Edwards' talk. It covered
fishing methods used in
various parts of the UK, and
described the biology and life
cycle of crabs.

This is the final talk in this
year's Buckland Lecture
series given by Dr. Eric
Edwards, who is head of the
Shellfish Section of the
Fisheries Laboratory,
Burnham-on-Crouch, Essex.

The meeting was organised
under the auspices of the
Orkney Fishermen's Society



Dr. Eric Edwards.

WILLIAM STORR DIES, 75

A MEMBER of one of the
best-known fishing
families on the north-east
coast, William Robert
Storr (75) of Whitby, has
died suddenly.

He and his son, Raymond,
had *Lead Us* built at Whitby
Shipyard and fished her from
Whitby.

Subsequently they had
another *Lead Us* built at
Whitby and Will Storr served
in her until he retired in 1968.

Before the last war Mr.
Storr's son, J. R. Storr,
bought *Pilot Me* — the first of
the Whitby fleet to have a
diesel engine. His son, Will,
went with him as engineer.

Mr. Storr is survived by his
wife, two sons and two
daughters.

'Sea Eagle' is on top

MILFORD HAVEN
vessels had high returns
last week thanks to good
markets for some
varieties.

First to land was *Rosevear*,
commanded by Skipper Jim
Manson, which returned to
port with 135 kits (including
25 kits of cod, 25 of whittings,
40 of roker, five of turbot and
brill, three of plaice and two
of soles) which sold for
£5,274.

Top ship was *Picton Sea
Eagle*, commanded by
Skipper Robert Foster, which

had 172 kits for a grossing of
£5,766.

On the same day *Georgia
Wilson*, with Skipper Tom
Smith in command, made
£4,356 from 135 kits. Fifty
kits of cod, 35 of whittings, 109
of roker, 10 of turbot and
brill, 15 of plaice and five of
soles were the vessels' main
varieties.

UK SUPPLIERS' MOVE TO AID FISHING INDUSTRY

A streamlined service for the commercial fishing
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skills and knowledge over many years of supplying a large and diversified home fishing fleet.
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specification, purchase and use of equipment and services in the commercial fishing field. Its
services in this connection are quite free, worldwide, and can be applied as effectively for a
single vessel as for a complete fishing fleet.

Ways in which BMEC's Fishing Division can be used include:

- * as a single contact point for reaching British equipment manufacturers
- * as a source of company and product information
- * as a means of obtaining effective cost comparisons and product evaluation
- * as a co-ordinator and contractor for the purchase of complete packages of equipment
- * as a consultant on fishing fleet development and equipment application

For details on Membership of BMEC's
Fishing Division, and its services to users,
write or phone:

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Tel: 01-247 7566 Telex 886593
Contact: Fishing Division Secretary

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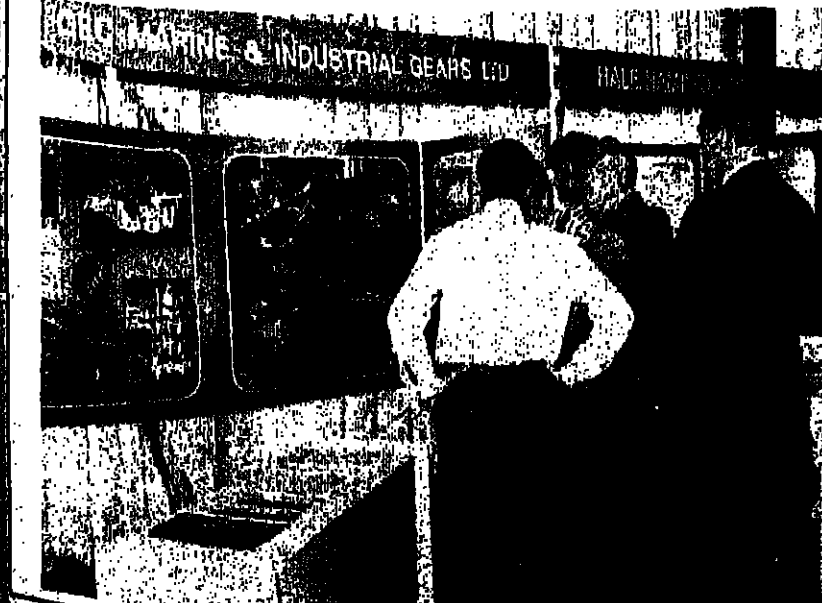
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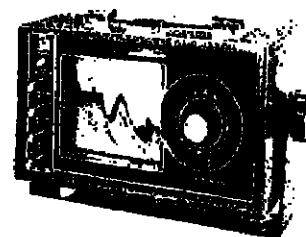
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Iceland - here we come!

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potential for fishing and related
equipment, is its first target. A
BMEC Forum presentation —
combining mini-exhibition with
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staged in October 1978 in Reyk-
javik (a similar event is planned
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Catching single-handed

"I HAVE just registered my 27 ft. boat as a fishing vessel and intend to work her single-handed.

"Fish mostly caught around here are cod, haddock and saithe; herring and mackerel; thornback ray and dabs; dogfish; lobsters and crabs.

"How can I best catch them single-handed and where do I get the gear?"

■ You can catch cod, haddock, saithe, thornback ray and dogfish with handlines and long lines, so it would pay you to equip yourself for line fishing.

You can also catch these fish with trammel nets and I advise you to acquire several 15 fathom trammels for use in suitable conditions, and also in case it is sometimes difficult to obtain sufficient bait for your lines.

You can catch mackerel with lines or with drift nets. If you buy lines for cod fishing, it makes sense to be prepared to use them for mackerel fishing also, with feathered traces attached.

As herring will only be caught with drift nets, I suggest you get a few drift nets with a mesh size suitable for gilling mackerel or herring.

Having bought lines etc., trammels and drift nets, and with creels still to buy, you might think you have spent enough on gear for a start. But investment in a small beam trawl for catching roker and dabs might pay dividends.

There is, however, only limited space in a 27 ft. boat for carrying gear and it might be more practical to use your trammels for catching them.

Although a few lobsters may be caught in your trammels occasionally, regular commercial catches can only be made in pots or creels.

Unless your boat has a power hauler, I suggest you buy a well-proven local make, weighing not more than about 21 lb.

A good line for handling, trolling or longlining is Bridport-Gundry's hard laid spun nylon line.

Supplied in lengths of 100 metres (80 fm.), it comes in three sizes: 2, 3, and 4 mm diameter with breaking strains of 81, 130 and 250 kg. It is obtainable with all sizes of Mustad hooks, snoods and floats from the company's Scottish Division at N. 5 Bond, Regent Road, Aberdeen.

Traces with up to a dozen feathered hooks for cod or mackerel are obtainable from D. N. Tait, 54 High Street, Fraserburgh. Rubber eels and ripping gear for catching cod are available from the Buchanan Supply Stores, Broad Street, Peterhead.

Trammel nets 30 or 15 fm. long by 15 1/2 ft. deep, made from nylon and polythene twines, are obtainable from

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess and always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

John Burgess' Log



Bridport-Gundry; so are drift nets.

A mesh size of 25-29 rows per yard is generally accepted as being most suitable for gilling mackerel and 28-35 for gilling large herring. 29 rows per yard nets could serve a dual role and save you buying nets of different mesh sizes.

When deciding which pots or creels to use first, you'll have to decide whether traps with parlours or without will prove more profitable. The answer is to acquire some of each and find out for yourself.

You avoid expensive carriage by buying local traps, which are obtainable from J. & D. Roper, Triloden, Pimrose, Girvan, Ayrshire, and G. P. Services, Cairnmore House, Port Ellen, Isle of Islay.

J. & D. Roper supply creels made with cane bows and cross sticks on a wooden base. It measures 28 x 18 x 15 in. and weighs 9 lb. without ballast. Covered with polythene netting, it has two soft entrances made of polythene twine with a bait string between them.

G. P. Services supply parlour pots made of steel, coated with bitumen. It is designed for fast hauling, to withstand rough usage, to sink to any depth quickly without ballast and to stack easily.

It has a 9 in. plastic entrance to the catch parlour and a 6 x 6 in. gated entrance to the holding parlour. Intended originally for use in sea area Malin, it is known as the Malin pot.

Dangerous coamings!

AN EXPERIENCED fisherman said that the recent foundering of some vessels may have been caused because the coamings around their fish room hatches were not high enough.

He said that whereas coamings in older vessels were as high as the bulwarks and sometimes even higher, there was now a tendency to build them much lower. And he thought this a dangerous practice.

This is good advice to note when completing a GRP hull. Even small inshore boats are sometimes built with stern chutes nowadays — with perhaps a door that can be fitted across the top to pre-

vent following seas flooding the deck when running.

At such times, however, hatch covers would be on and there would be little danger of a weight of water getting below.

The risks occur when your attention is needed in an emergency.

It is then that normal precautions may be forgotten and water can pour through an open hatch with low coamings.

Gear to fish a wreck

"WE INTEND to go wreck fishing in a 33 ft. GRP boat off the north coast of Cornwall.

"Which would be the best type of echo sounder to install?"

"Also, which nets are best to use and how do we work them?"

■ Unless your boat is to be fitted with a Decca Navigator or an efficient radio direction finder, locating wrecks will take a long time using an echo sounder.

After the war, Kelvin Hughes could not locate wrecks in the English Channel with any of its echo sounders, without taking a long time.

Consequently, it developed its Side Scan or Transit sonar. And that is why Danish fishermen from Hvide Sande, who developed the art of wreck fishing, invariably had Simrad SL sonars installed in their cutters.

Danish wreck fishermen use sonar to locate a wreck and discover whether fish are around it.

If fish are present they set between five and twenty nets in small floes either side of the wreck and sometimes directly over it. The direction in which they are set is determined by the tidal current.

The Danes use their sonars to measure precise distance from the wreck when shooting, and later to estimate how many fish are in the nets before hauling.

A Simrad SL sonar would probably prove the most cost-effective instrument of all but capital outlay and space in your wheelhouse might deter you from installing one.

You would have space for a Simrad Beadec, next most desirable instrument for locating wrecks in fairly shallow water.

Yet its cost and the fact

that a well must be constructed through the hull bottom to house the transducer training shaft, probably also deter you.

More suitable equipment is a Ferragroup G500 sonar modified by Etilite Instruments for use with a tiltable/trainable transducer.

It is known as the G500 F/2 sonar and is a trainable complete unit, tilt/train unit from Etilite Instruments Ltd., Station Industrial Estate, South Woodham, Essex.

Scale of the G500 F/2 recorder is expanded to 60 ft. instead of 120 ft. on the paper. This means you get an enlarged picture of what you are working in 10 ft. of water or less.

To obtain this larger picture, transmission and paper speed are increased as special, high definition paper is used. You have a choice of four paper speeds and they are five ranges.

There is also a search range. When it is used, when targets at any distance up to 520 ft. will be resolved, the gain control is suitably adjusted.

The tilt/train unit is a device you can clamp to a gunwale of the boat. It measures 56 x 14 in. and has a barium titanate transducer the bottom of it measures only 3 x 1 1/2 in., presenting negligible resistance to water flow.

A 9 in. joystick enables transducer to be tilted and trained with ease, and two clamps and graduated indicators enable it to be fixed so that sound beams can be transmitted repeatedly at any angle, in any direction.

To connect it to an SL recorder, you simply plug a single lead into the top of the unit.

I have located wrecks underwater obstructions with a G500 F/2 sonar and I have had the chance to try with Wesmar sonar — a device which presents echoes on fish and other targets on a cathode ray tube screen.

You may be able to locate wrecks with this type of sonar, using one of Wesmar's smaller units. Seabed Electronics Ltd., 37 Southside Street, Banbury, Plymouth, could help you with this.

I think tangle nets specially designed and constructed for wreck fishing would save you better than conventional gill nets.

They are available from Collop Trawl Net Factory, Millgrove, Lyme Regis, Dorset, in several different sizes.

Protecting your sump

"I HAVE been offered an engine at a good price to replace my old one.

"But I am hesitant to buy it because it has an aluminium alloy sump which might corrode quickly.

"Is there any way in which I could treat the sump to prevent corrosion?"

■ You should first check

whether the sump is made of sea water resistant aluminium alloy or not. If it is, it would not be necessary to treat it at all.

If not, you can effectively prevent corrosion by covering it with laminations of glass reinforced plastic or coat it with a resin used for GRP moulding purposes.

If you use a suitable resin, it should protect the sump adequately without any glass mat or cloth reinforcement.

Technical Sales Manager of either Vetrotex (UK) Ltd., Beadle Trading Estate, Hithercroft Road, Wallingford, Oxon, or Marine Plastics, 43 Sparrowton Road, Norwich, Norfolk, can recommend and supply a suitable resin.

Lugworms in captivity

"DO YOU know if lugworms can be kept alive for the purpose of baiting small lines when bad weather makes it impossible to go to sea for days on end?"

■ According to a recent article in Sea Angler, John Walton, a rod and line fisherman from Middleton St. George, Darlington, Co. Durham, has discovered a way of doing so.

He uses six half-gallon plastic ice-cream containers, a 25-gallon plastic water butt, a powerful air pump, a length of air hose and an air stone.

Before use the containers are perforated all over by drill and bit or hot knitting needle.

He then places the water butt in a cool, sheltered spot and fills it with sea water.

Brine packs able to turn 25 gallons of fresh water into sea water can be bought from aquarium shops stocking marine fish for about £2. They may also supply air pump, air hose and air stones.

On filling the water butt, he connects one end of a 10 ft. length of hose to his Rena 301 air pump, fits an air stone to the other end and drops it into the butt.

He then plugs the pump in, switches on and the surface of the water starts to bubble.

While it is being oxygenated, he puts 100-120 lugs in each of the containers and lowers them into the water where they can remain alive for up to three months.

You must check the worms' condition every day and remove any which are damaged or appear to be going off. A single worm which goes off will quickly spoil the rest.

You must also ensure that no rag worms are mixed in with the lugs.

To keep the worms in good condition, the water, ideally, should be kept between 34 and 45 deg. F. Higher temperatures are only tolerated for short periods.

Feeding is unnecessary, as the worms gain all they need from sea water. They will in fact, clean a butt of dirty water in under an hour. A change of water every fortnight is desirable.

Water from the open sea is preferable to rock pool water. Not only lug and rag worms but also peeler crabs and sand eels can be kept alive in the water.

Conservation—pressure on

AN ATTEMPT was being made in the House of Commons this week to get the Government to show its hand on what conservation measures it plans to introduce.

Six opposition MPs headed by Fisheries Shadow Minister John Peyton are asking what the conservation measures the Government has promised comprise, together with their timing and the waters they will cover. Over 150 MPs of all parties have also put their name to the question.

Timely

"This was described as 'very timely' by a spokesman for the British Trawlers Federation. "We hope this will give Fisheries Minister John Silkin the opportunity to demonstrate to the rest of the EEC our determination to protect the future," he said.

The Federation added that it would be a good time to put the period between the

breakdown of talks and the hoped-for resumption to good use.

Since they benefit so much in the short-term, the rest of Europe can afford delay. But time is running out fast for the fish."

The Federation's fears have been sharpened by the recent spell of good weather which has allowed some heavy fishing. "We know full well that during the past two weeks of good fishing our future has been going across continental quaysides by the tonne in the shape of undersized fish that have been caught before they have had a chance to mature and reproduce. It is bound to happen and will go on happening because there is nothing in the conservation measures introduced or proposed by the EEC Commission to prevent it."

Billingsgate

And now for our next promotion...

LAST week's column on the decline in Billingsgate's hostilities and places of refreshment has struck at least one responsive chord from north of the border.

Robert Mure of the Herring Industry Board was touched by the market's plight and immediately telephoned the Editor to propose at least a partial improvement in their plight.

His suggestion is that a Billingsgate Kipper Club should be formed which would meet at suitable intervals to consume kippers at the Board's expense and, perhaps, to sample, by courtesy of a friendly firm of distillers, a little of Scotland's even more famous product.

Those invited would not only be representative of the market but, seeing that Bob is the Board's publicity officer, also of the food press and others influential in promoting not only kippers and fish in general but Billingsgate in particular.

A Birmingham Kipper Club founded over five years ago is still going strong.

Well what about it Billingsgate? Is there anyone who with the co-operation of this newspaper and the help of the Board, would undertake the formation of what would be a useful bit of publicity for the market and a lot of fun for all concerned. Your letters to the Editor, please.

WHIBY VOTE UPSET

COBLE fishermen at Whitby have passed a vote of no confidence in the harbourmaster and the harbour administration.

A spokesman said the fishermen's main grievance concerned difficulties over facilities for landings and moorings.

"We feel that too many licences have been granted and the harbour is crowded to overflowing. On top of that the landing gear on the market is still not operating and catches from the cobbles are being carried ashore. Promises have been made but nothing has been done."

The cobblermen meeting at the Seamen's Mission agreed to inform Scarborough Borough Council and the Harbour Committee of their decision.

The North Eastern Sea Fisheries patrol boat based at Whitby had proved adequate



Above: The former Hull stern trawler *Criscilla* has just undergone a £250,000 refit.

Rig work claims two more trawlers

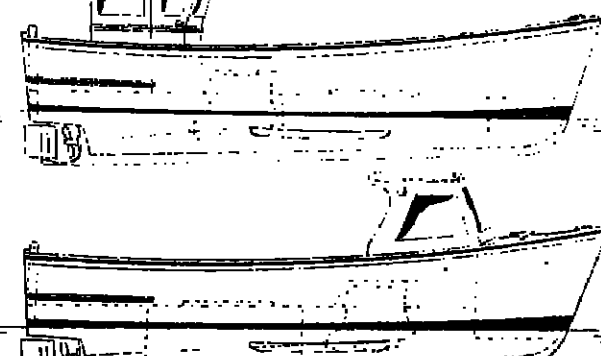
THE LOSS of fishing vessels to the oil industry is gathering momentum. The two Lowestoft trawlers *Cleveland* and *Boston Whirlwind* are now going over to gas and oil rig work in the North Sea.

Cleveland was a recent purchase from Hartlepool by Putford Enterprises. *Boston Whirlwind* had only recently returned to Lowestoft after a period at Fleetwood.

The former Hull stern trawler *Criscilla*, which also worked out of Fleetwood, has just had a £250,000 refit for oil survey work. This includes an on-board computer and three sonars.

Criscilla, now contracted to Sonarmarine, first went over to oil work two years ago and her main base will be at Lerwick.

AQ 27
(LOA 27ft., beam 10ft., draft 3ft.)
AQ 29
(LOA 29ft. 6ins., beam 10ft. 6ins., draft 3ft.)
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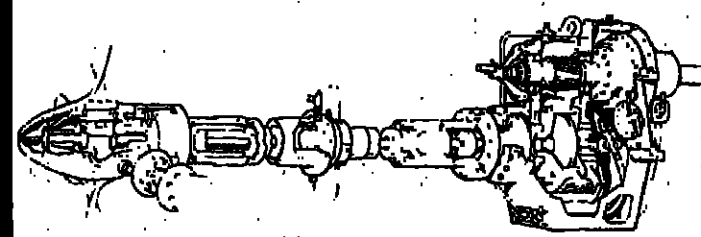
The AQ boats are offered in various stages of completion. From a bare hull to a complete boat. From £1,850 ex VAT or complete excluding engine £7,500 ex VAT.

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THE 75 FT. Merlewood from the Campbelltown Shipyard has joined the small but effective fleet of seine-netters now based at Aberdeen.

Skipper John Reid owns the boat in association with the Don Fishing Co. and she is powered by a German Deutz diesel.

She is similar to her sister-ship, *Shielwood*, which was delivered from Campbelltown last year for Don and is now seine netting from Aberdeen under Skipper Robert Malcolm.

The Don Fishing Co. is a subsidiary of the John Wood Group and the two vessels have been built as part of the group's move into inshore fishing.

Two more 75 ft. steel vessels are now being built for Don at the Aberdeen yard of John Lewis and Sons, also a member of the Wood Group. These two boats, scheduled for completion later this year, will have similar equipment to *Shielwood* and *Merlewood*.

The most unusual feature of all four vessels is the choice of the compact Deutz propulsion engines. They were chosen following the success of three other Deutz-powered boats managed by the Wood Group — the 76 ft. sister-ships *Hesperus*, *Lorena* and *Vesper* — built by Lewis in 1975 for the Macduff fleet.

The trouble-free operation of these engines prompted the group to order similar units for the four new boats.

Although designed for both seining and trawling, *Merlewood* will concentrate on seine netting. She has been supplied with 40 coils of 27mm Airco synthetic seine net rope from the Airedale Rope Co. of Leeds and seine nets from Aberdeen net

maker, Duthie of Old Ford Road.

Merlewood has an overall length of 75 ft., length between perpendiculars of 67 ft. and registered length, 69.10 ft. The vessel has a moulded beam of 21 ft., moulded depth amidships of 10 ft. 6 in. and extreme draft aft, 9 ft. 6 in. Tonnage under Part IV registry is just short of 50.

The boat is of round bilge hull form with cruiser stern, raked soft nose stem and whaleback. Her layout is traditional Scottish with the deckhouse aft.

She has been built to White Fish Authority approval and complies with the D.O.T. Fishing Vessel (Safety Provisions) Rules 1975. All the external and internal steelwork is protected by Metalife corrosion control systems and paints.

The engine, supplied by Deutz's Scottish agent Dun-

can Rogers (Engineering) Ltd. of Renfrew, is a model SHF 12 M 716 U veo-form diesel with 12 cylinders. It is a four stroke, turbo-charged and inter-cooled unit with a continuous service rating of 460 hp at 1,600 rpm.

It has electric starting and drives a Bruntons fixed pitch propeller through a Reintjes gearbox of 5:1 reduction

ratio. No. 12 is driven by all its power to propulsion.

Two auxiliary sets, fitted, the first a Gardner 6A unit of 120 hp.

Power in the hydraulic winch and Vickers double

standby Vickers double

hydraulic pump is driven through a clutch off the free end of the alternator, and a Desmi SA 80 3 in. bilge and general service pump is also driven off the free end of the alternator by clutch and belts.

A Transmotor 24 V generator is belt-driven from the shaft between the engine and alternator. An electrically-driven Desmi SA 80 bilge and general service pump can be cross connected to that on the Lister auxiliary engine.

Other electrically-driven equipment in the engine room

March 17, 1978

March 17, 1978

MERLEWOOD

—Don's second 'sister' seine

pump for the remainder of the deck machinery, is provided from one end of the Gardner engine through an Automotive Products clutch.

A Newage 20 kW 220 V alternator and a Transmotor 24 V generator are belt-driven from the other end of the engine. Henry Fleetwood and Sons of Lossiemouth supplied the engine and the equipment which it drives.

The smaller auxiliary set, supplied by Vanroy Ltd., is based on a Lister HRW water cooled engine providing 43 hp at 1,600 rpm. Another Newage 20 kW 220 V alternator is powered by direct drive from this engine.

A standby Vickers double

hydraulic pump is driven through a clutch off the free end of the alternator, and a Desmi SA 80 3 in. bilge and general service pump is also driven off the free end of the alternator by clutch and belts.

A Transmotor 24 V generator is belt-driven from the shaft between the engine and alternator. An electrically-driven Desmi SA 80 bilge and general service pump can be cross connected to that on the Lister auxiliary engine.

Other electrically-driven equipment in the engine room

Continued on page 13



Merlewood — the new 75-footer from the Campbelltown yard, John Wood Group, will run the vessels on German-made engines following their success with these boats, built for the port of Macduff.



The Rapp 24RA power block, mounted aft on *Merlewood*, is hung on a Hleb 650 Speedloader crane. She has 40 coils of 27mm Airco synthetic rope supplied by the Airedale Rope Co. of Leeds.

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Every minute of the day somewhere at sea ELAC SONAR is in use, searching and detecting fish shoals. Robust and utterly reliable under the most adverse conditions ELAC SONAR is built to last with performance to match.

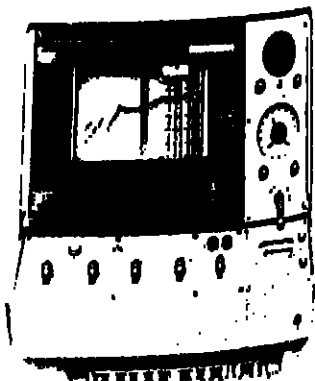
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size of vessel from the NEW small mackerel Sonar with a range of 1800 meters to the 'Panorama' with a range of 4000 meters (2,200 fathoms). Send for details of all ELAC equipment, including Net-sounder, vertical echo-graphs, Fishlupes, etc.

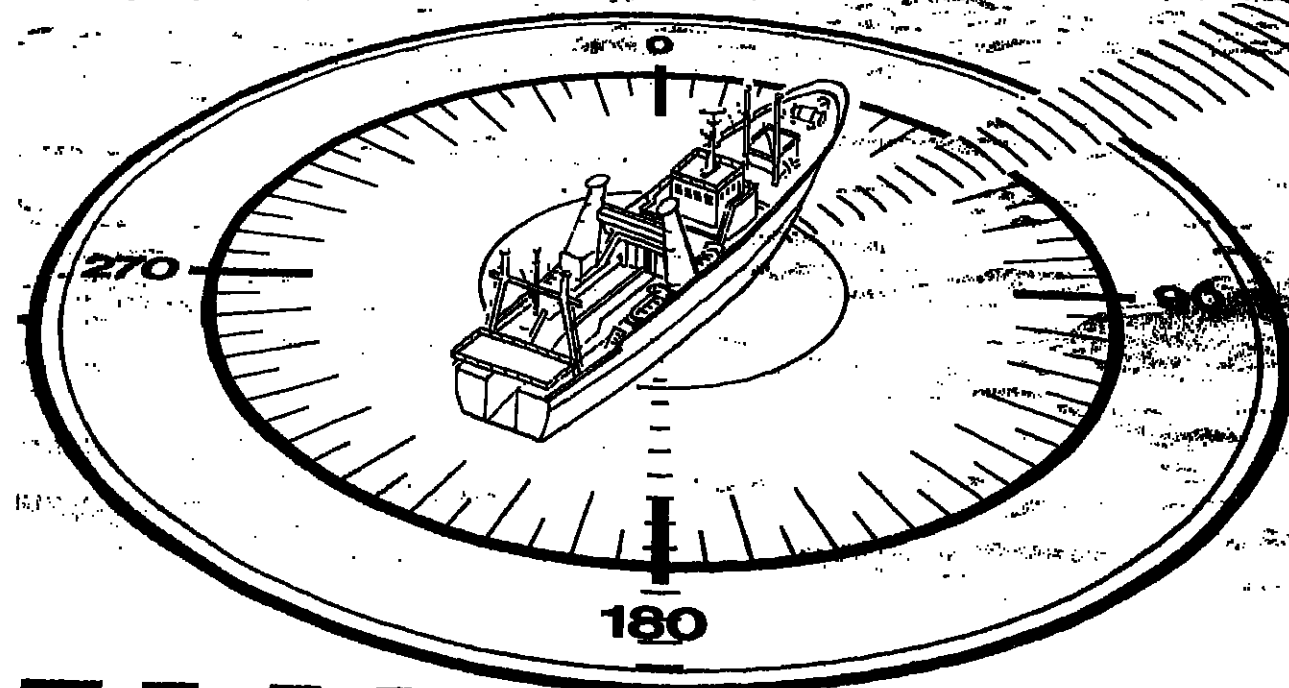


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As with the earlier boats, we designed the MAIN and AUXILIARY DECK SYSTEMS (the latter can run all the machinery plus the seine winch for net retrieval). We also supplied the HI-AB CRANE, RAPP 24 RA 2300 POWER BLOCK, DISCHARGING WINCH and our own patent ROPE REELS with hydraulic braking controllable from forward or from the wheelhouse.

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Congratulations and best wishes to Skipper 'Jackie' Reid and his crew.

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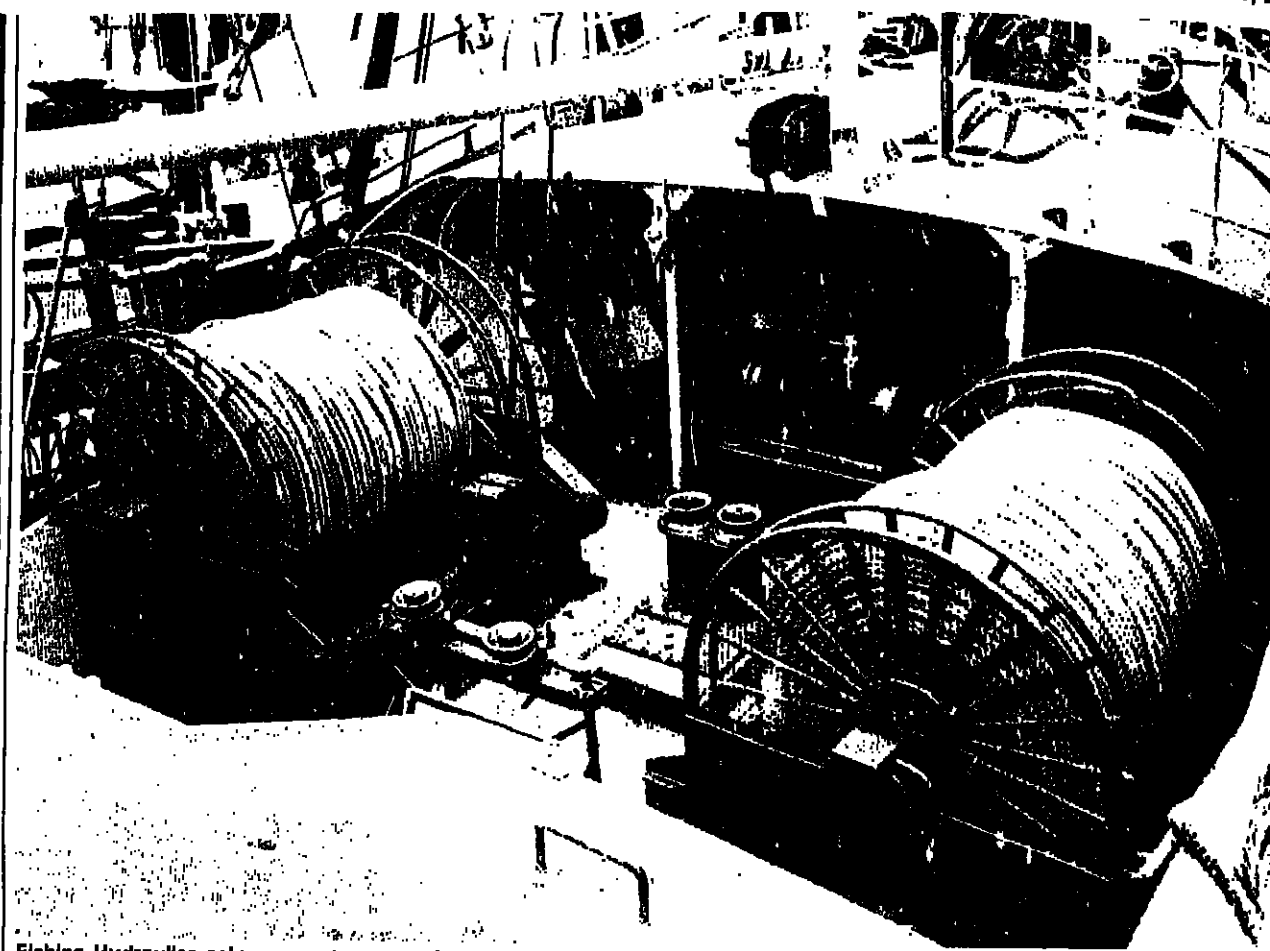
CONGRATULATIONS to Skipper John Reid, and owners Don Fishing Co. Ltd., Aberdeen of the M.F.V. "MERLEWOOD"

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Fishing Hydraulics seine rope storage reels on Merlewood.

'Prince Charles' scrapped

THE 180 ft. motor trawler *Prince Charles* left Grimsby last Friday for the last time when she crossed the Humber to Drapers' breakers yard near Hull.

Prince Charles, which owners Boston Deep Sea Fisheries transferred from Hull to Grimsby in 1976, is the first distant water motor trawler which has gone to scrap from Grimsby. Seventeen other distant water trawlers are currently laid-up with little prospect of resuming fishing.

It is expected that a number of these vessels are likely to follow the 20-year-

old *Prince Charles* as the cost of keeping trawlers laid-up is becoming more and more expensive due to increased dock charges at Grimsby.

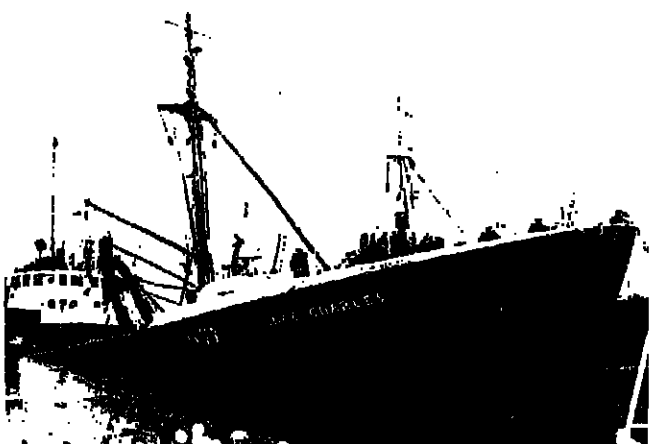
Prince Charles completed only four trips from the south Humber port before being withdrawn, largely as a result of the settlement which ended the last cod war with Iceland in May 1976.

The vessel did not fish at all last year and, despite efforts by the owners to find

buyers, it has been obvious for some time that she would probably end up with ship breakers.

She was one of Grimsby's largest distant water trawlers and this was probably her failing — she was generally regarded as too big to work the middle water grounds.

Prince Charles retained her Hull registration (H77) after being transferred to Grimsby. She was launched in 1958 by builders at Beverley for the Boston subsidiary, the St. Andrews Fishing Co.



Prince Charles being stripped at Grimsby last week — she is the first Grimsby distant water motor trawler to go to the breakers.

'Semper' back at Lowestoft

TWO ADDITIONS have been made to the Lowestoft fleet in the past week. One is *Pioneer* (KY35) which has been brought from Yorkshire where she was owned by Michael Barker of Catfoss.

The 28-ton vessel was built at St. Monance in 1955, and it is thought locally that she may replace the *Lyan* registered *Sparkling Star* 351,

which is owned by Michael Rhodes of Blakeney and worked from Lowestoft.

The second arrival was the Wiesbaden registered *Neue Hoffnung* which until last year was *Semper Crescendo* (LT 225) she was sold on being replaced in the local fleet by the larger *Semper Crescendo* (LT 266). This vessel is now again on the local register, as *Semper* (LT 351).

WFARATE CHANGES

WHITE Fish Authority and Herring Industry Board interest rates are now as follows:

Fishing vessels under 80ft. and new engines up to five years, 9½ per cent; five to ten years, 10½ per cent; ten to 15 years, 11½ per cent; over 15 years, 12½ per cent.

Processing plants: up to five years, 11½ per cent; five to ten years, 11½ per cent; ten to 15 years, 12½ per cent; 15 to 20 years, 13½ per cent.

The rates on advances made before March 4, 1978, are unchanged.

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suppliers of the main electrical switchboard to the seine netter MERLEWOOD wish to congratulate Skipper John Reid in association with the Don Fishing Co. Ltd.

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Supplied Sterngear and a Gardner 6LX diesel as auxiliary unit for Skipper Andrew Strachan's Challenger II

Agents for: GARDNER ENGINES & GILKES PUMPS

March 17, 1978

From page 11

includes a Godwin fresh water pressure set and a Stuart Turner fuel transfer pump.

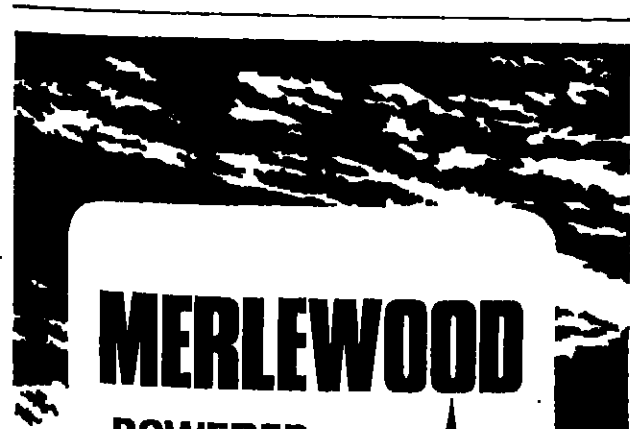
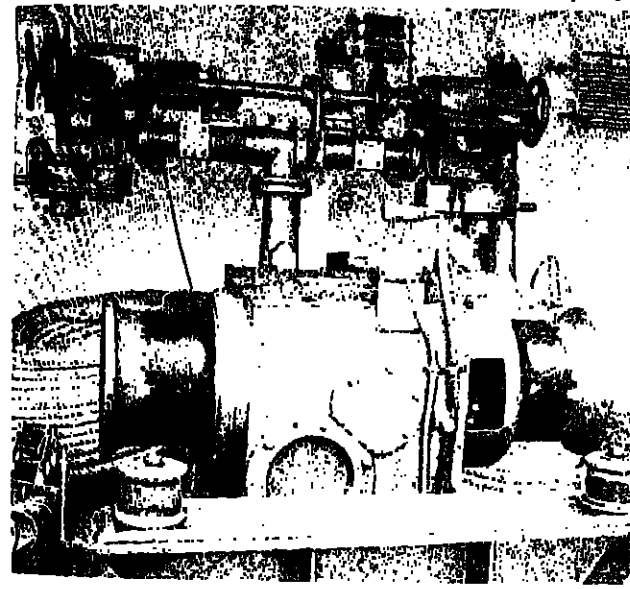
Watson and Dundas supplied the deadfront-type main switchboard which distributes the AC and DC electricity supplies.

Three sets of 24 V batteries supply DC current for engine starting, general essential services and emergency radios and lighting.

Tanks in *Merlewood's* engine room and forepeak hold a total of 12,500 litres of fuel oil, and there is a daily service tank of 1,300 litres capacity. Kelvin Hughes fuel tank contents gauges are fitted in the deckhouse.

A Northern Tool and Gear Mastra Mk. III combination seine and trawl winch is fitted on deck forward, below the shelter of the whaleback. The trawl drums, which are temporarily removed, have a capacity for 800 fathoms of 1½ in. wire.

The Northern Tool and Gear 'Mastra' seine net winch. Forward of the winch is the Beccles rope coiler fitted for standby use.



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The Merlewood is powered by a type SBF 12 M 718 U 12-cylinder Vee-form engine, with a continuous service rating of 480 h.p. at 1,600 r.p.m.

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MERLEWOOD

Fishing Hydraulics (Scotland) Ltd. supplied the seine rope reels, power block and crane, also the unloading winch.

The reels are fitted forward and can hold 17 coils of ¾ in. rope. Controls for the reels are fitted in the wheelhouse, but the hydraulic brakes are also located forward below the whaleback. The Rapp 24RA power block is hung on a Hiab 550 Speedloader crane and is positioned aft of the deckhouse. An FH 124A unloading winch is fitted at the foot of the foremast.

Hydraulic power for the reels, power block and crane, and also the unloading winch, is provided by the Vickers double pump unit on the Gardner engine, and the Mastra winch is driven by the Dowty pump.

The Vickers double pump on the Lister engine can drive the Mastra winch at reduced power for net retrieval, but can drive the other units at full strength.

A Beccles rope coiler is carried for standby use and a manual anchor windlass is fitted on the whaleback. Simpson of Thurso supplied the GRP fish washing troughs which are fitted below the gutting shelter.

Masts, landing derrick and gutting shelter are made of aluminium, and a wooden rubbing strake is fitted along either side of the gutting shelter.

The fishroom, with a capacity of 3,600 cu. ft., is insulated on deckhead, sides and bulkheads with foam faced with aluminium sheet. It is fitted out with aluminium posts and boards and is served by a single hatch. Chalmir rubber-cased floodlights are housed on *Merlewood's* superstructure.

Fish finding aids in the wheelhouse comprise Elac LAZ 72 Echo Graph with LAZ 60 Fishlupe, and Furuno FUG 11 Universal Graph echo sounder.

Navigation and communication equipment includes Furuno radar, "Sailor" 7122 RT105 radio telephone, "Sailor" RT144B vhf radio telephone, Woodsons Intercom system, Mermaid Watchkeeping Receiver, two Mk. 21 Decca Navigators, and Decca 350T Track Plotter and 450 Automatic Pilot.

Tenford 115 steering gear is coupled to the autopilot, and other fittings in the wheelhouse include Morse engine and winch controls, Bostrom Viking helmaman's chair, and Wynstrumts blade-type window wiper.

Morep rubber matting is fitted in *Merlewood's* wheelhouse and deckhouse, and a Kampasafe electric cooker and Electrolux fridge

are fitted in the galley. Facilities in the deckhouse also include W.C., shower and wash basin compartment.

Bunks for eight are arranged in the cabin below deck, aft, and electric heaters are fitted in accommodation and wheelhouse.

Fire extinguishers are by L. and C. Fire Appliance Co. and a Tecaid Electronics fire detection and alarm system is fitted.

Tecaid also supplied equipment to detect water rising in the bilges; the alarm panels for both these systems are fitted in the wheelhouse.

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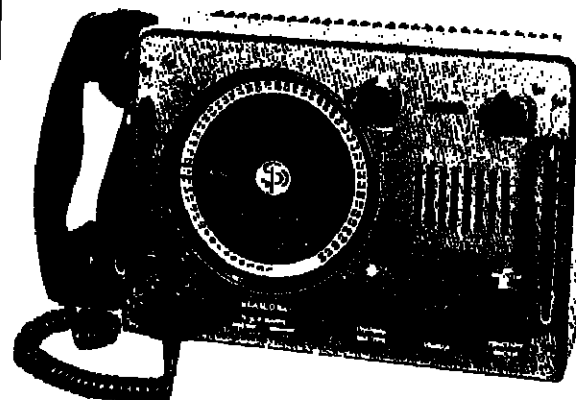
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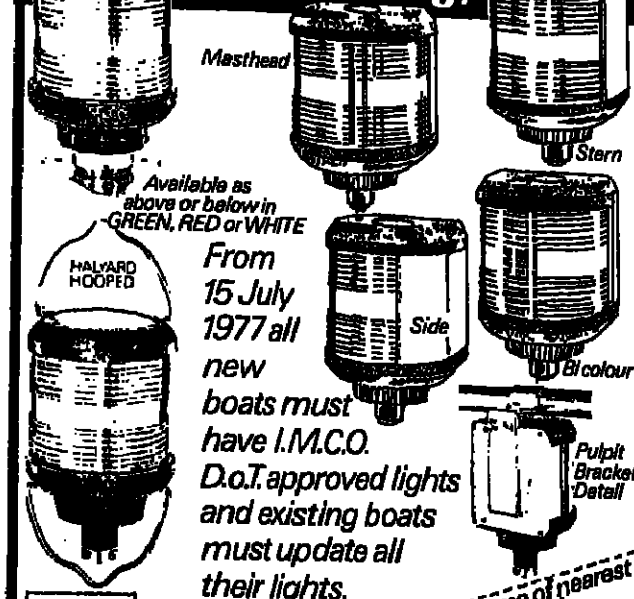
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LANDINGS TOP 30,000 KITS Coley glut keeps going at Grimsby

WET FISH landings soared to over 30,000 kits for the first time since last summer at Grimsby last week.

Continued heavy landings from the Westerly and North Sea trips were largely responsible, as in previous weeks, and the port's salters had another busy session buying up surplus supplies of coley which would otherwise have gone for meal.

Although top quality fish still commanded the best prices generally, the markets tended to be on the slack side and in most cases only the sheer volume of fish landed kept grossings looking healthy.

Of four distant water trips to the Norway Coast the best effort was a 1,734-kit by the Boston Group's stern dragger *Boston Halifax* (St. Ray Harries) after a 26-day trip which grossed £37,666. *Boston Halifax* lost 246 kits of

coley from this tally which went for meal.

Next best was another 26-day trip by the same company's *Prince Philip* which picked up £32,019 from 1,174 kits.

Top middle water trip came from BUT's *Ross Lynx* (St. David Scott) with a huge landing of 1,629 kits which grossed £32,111 after only 13 days on the Westerlies.

This total included almost 1,000 kits of coley and, of this, the salters stepped in to buy 535 kits at the special selling price of £14 per kit.

Best trip by any of the 11 L. Taylor fleet was a 17-day Westerly from *Ermo* (St. Jimmy Gladwell) which made £19,451 from 1,060 kits. She lost nearly the entire catch of coley (644 kits) to the salters.

In the North Sea Lindsey Trawlers made identical grossings of £12,111 from two nice plaice trips by *Lemberg* (441 kits) and *Loveden* (434 kits), but pride of place went to Consolidated Fisheries fleet of former Hull seiners which almost had a clean sweep with some terrific

results after working to Heligoland grounds. *Cristiansborg* (St. E. Dum) did best on 549 kits after 21 days lift the port record and *Kronburg* (St. E. Dum) 274 kits and *Gullby* (St. E. Dum) 274 kits. In a golden week in a port's anchor-tenet were 16 vessels worth £5,000. Also in the top from an inshore trip was *Sleight-argented* (St. E. Dum) trawler *Victory* (St. E. Dum). (See page 10).

Health ticket fee decided

ROSS and Cromarty Environmental Health Committee has decided to make a standard charge for issuing fish export certificates under EEC regulations for firms sending consignments overseas from Ross-shire ports.

Allan Lowrie, director of environmental health, said 63 certificates were issued by his department in 1977. The value of consignments ranged from £30,000 down to £3,000. He suggested a round figure of £20 per certificate to cover expenses.

Isobel Rhind, Invergordon, said that if it cost the council £20 to do this it should recoup the cost and so she moved accordingly.

There was opposition. Mr G. D. Finlayson, Muir of Ord, stated that the fishing industry is in the doldrums and anything they could do to encourage it would be appreciated.

Mr Finlayson suggested there be no charge, or just a nominal one. The motion to introduce a charge of £20 per certificate was carried on a vote.

Fish to oil

THE FORMER Humber-based factory trawler *Ross Intrepid* (ex *Ross Kennedy* and *Cape Kennedy*) is now being converted for oil survey work. The 206-footer was sold to Norway, but her new owners have had to take her out of fishing. She was built in 1965.

Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 17, 1928
RECORD landing day at Fleetwood. Twenty-nine steamers arrive with 6,500 boxes of fish - 2,600 being hake.

VOTE at Portsey on the sale and extension of harbour: 246 for and 280 against.

FRASERBURGH lifeboat crew awarded £100 with expenses for salvaging the Aberdeen steam trawler *Ben Doran*. Sheriff awarded the money because their "meritorious service" saved the valuable catch.

FISH MEAL plant installed on 500-ton Norwegian cargo boat *Premier*. The 123-footer will take on catches at the grounds.

HELLYER BROS. of Hull buys 400 ft. long line boat *Vaseri*. The refrigerated ship is expected to go line fishing off Greenland.

MILFORD HAVEN trawling pioneer James Thomas dies. He came to the port 40 years ago when the industry was in its infancy.



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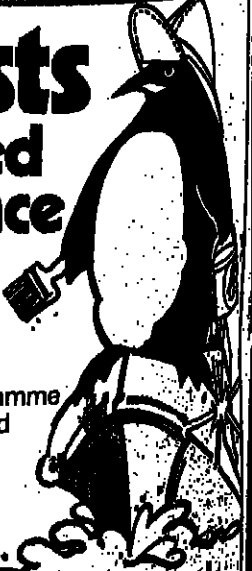
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March 17, 1978

AT THE Cornish Fish Producers' Organisation's recent annual general meeting the chairman appealed to Cornish boat owners to live up to their motto: "All for one and one for all".

He said that now fishermen's representation is concentrated in the POs, it is essential for boat owners to join a PO. It is very wrong that non-members should expect members to work and pay for a PO while they take the benefit with no obligation.

A great deal of work for Cornish fishermen is now being done by PO board members with Brussels, MAFF, other POs and a range of official bodies.

POs are now the surest way for fishermen to have control over their own working lives and be truly represented at deck level by people who know fishing - and most are still working boats.

To finance the Cornish PO's ever-increasing operations, it was agreed that the rule requiring a levy on the gross earnings of members must now be applied. For the first year of operations, only a small proportion of Cornish fishermen were members, the PO board had carried the cost. But with a continuously increasing membership the levy would now have to be taken.

It was agreed that the 4 per cent maximum in the rule could be avoided for the moment and that 1 per cent would be enough for the expected expenses of the coming year. This would be

PO notes from the south-west

collected through agents in the same way as other POs collect levies.

A group system of the legally required employers' liability insurance was discussed, together with a separate scheme for accident insurance. PO members would benefit from a reduced premium if enough joined a scheme.

The new board of directors was re-elected from the previous officers, with the exception of the vice-chairman who did not stand. He was thanked for his very considerable service to the PO and the new officers are chairman - George Lawry; vice-chairman - Mike Townsend; secretary - Daphne Lawry; treasurer - Andrew Besley; and membership secretary - Ben Collins.

The CFPO had told local MP John Pardo, that the letter from the Minister of State, Mr. Bishop, dated February 7 which insisted that south-west mackerel stocks are not being overfished, is dangerously complacent.

The MAFF refusal to admit the evidence of men who have fished the stock for years is exactly the ostrich attitude that culminated in the present state of the herring stock.

While it is obviously necessary for the displaced herring and distant water fleets to fish mackerel now, it is no service to UK fishing to damage what was a healthy section of inshore fishing - and

FISHING NEWS

ruin the mackerel stock in the process. The CFPO is still pressing for real conservation measures and the MAFF should accept the social consequences of its rules and lack of rules. The safety of lives and livelihood of local fishermen must be ensured.

Because of pressure for a six-mile limit inside which 80 ft. boats are prohibited from catching mackerel, the MAFF now claims that "most of the mackerel caught off the south-west is taken within 6 miles". This is a very new idea and does fit most conveniently.

Of course any skipper who sails further than he needs to for fish is a fool, but local boats harassed off of nearer grounds are having to go further. They are catching, but their catches are smaller because they are mostly hand liners which do not need the huge hauls of the bulk catchers to make a good living.

The classic signs of a diminishing south-west mackerel stock are there: fewer and fewer mature fish in catches, also smaller and smaller catches for the same effort as three or four years ago.

No excuses of "environment and biological factors", such as Mr. Bishop quotes, can explain the major changes in fishing patterns taking place; the only major change to account for these is the continuous, huge and increasing effort of the bulk catchers on the stock.

This must be faced by the MAFF. It will be little consolation if, in a few years, the Cornish PO can say loudly: "We told them so".

Cornwall's latest liner

TWO NEW GRP 37-footers have just gone into service. *Janette Elaine* is for a St. Ives, Cornwall, owner, while *C. M. Vinall* has gone to Jersey.

Janette Elaine is a long-liner equipped with a 4-ton Spencer-Carter line hauler and she has her big forward fishroom pounded out. She will work up to around 50 miles from port.

Cygnus Marine GM37 craft length of 37 ft. 3 in., beam 14 ft. and draft, 5 ft. Displacement is 19-tonnes.

Her main engine is a Gardner 6LXB of 127 bhp at 5,100 rpm driving 24 in. stern gear. The WFA-approved boat has two 250 gallon fuel tanks, aft mizzen sail and Wills Ridley hand-hydraulic steering.

Wheelhouse equipment includes Kodak Graphette echo sounder, "Sailor" RT144B VHF and Decca 080 radar. Her repeat price is £40,000.

Another GM37 has been completed by Weston Workboats for a Channel Islands owner.

Designed primarily for potting, savings have been made on the hull and at £27,000 the economies do not compromise the running or working of *C. M. Vinall*.



Janette Elaine — the GM37 completed by Cygnus Marine for a St Ives skipper.

The owner, Reg Smith, was very pleased with the finished boat.

She has an aft wheelhouse with the engine room below and extending forward. Forward there is a large fish hold with a steel hatch. An A-frame mast is fitted forward and the Seawinch 14-ton hauler is on the starboard side.

The deck is 4 in. marine plywood sheathed in GRP and coated with a non-slip surface. The bulwarks are timber capped and protected with galvanised steel strips. Timber protects the outside of the hull in the working areas.

The engine is a Ford Sabre 120 hp diesel which drives through a PRM gearbox with a 3:1 reduction. The 2 in. stainless steel propeller shaft connects to the 31 in. diameter propeller. Automatic fire extinguishers are fitted in the engine room.

In addition to the Seawinch hydraulic pump, a Jabsco 1 in. pump is driven from the front of the engine. This provides deckwash as well as bilge pumping. Two electric bilge pumps, one in the engine compartment and one forward, have a rating of 1,400 gallons an hour.

The boat's wheelhouse houses a Simrad EL38A fish finder, Seavoice VHF radio telephones and Decca Navigator. A Furuno radar will be fitted in the Channel Islands.

A 7 in. searchlight is controlled from inside the wheelhouse and, also on top

of the wheelhouse, is a six-man liferaft. Access to the engine compartment can be either through hatches in the wheelhouse deck or on the foredeck.

Automatic greasers for the stern tube and rudder glands are fitted in the wheelhouse. The steering is Wills Ridley hand-hydraulic with an emergency steering facility.

A speed of over nine knots was reached on trials and the owner said he was very pleased with the boat's performance on her delivery trip to the Channel Islands.

Saint Petrox, a Cygnus GM26, has been launched in Weymouth, Dorset, for owner Paul Goddard.

A single-handed potter for Dartmouth, she has an aft wheelhouse, dual-station controls and a Celtic Slave 500 kg. pot hauler working with a gantry.

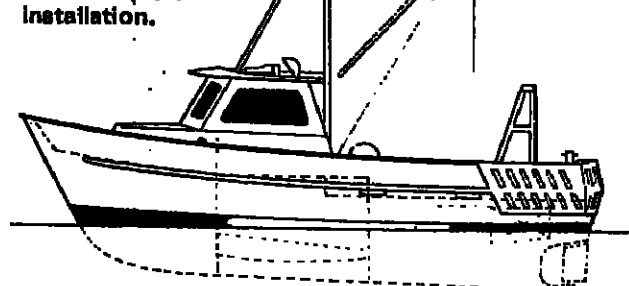
Saint Petrox — a GM26 fitted out by the Rose-Mackenzie yard for operation from Dartmouth, Devon.



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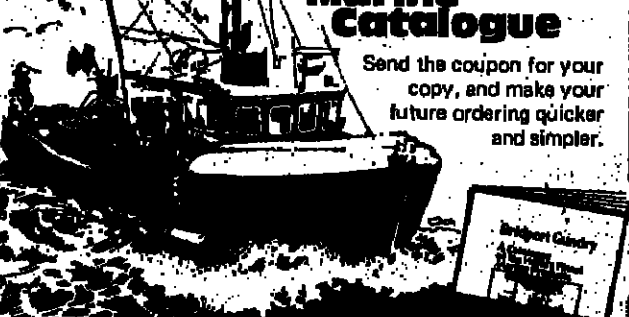
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